

Public Feedback and Decisions Report

Point Chevalier to City Fringe Cycle Improvements



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1 Executive summary

- Auckland Transport (AT) sought public feedback to identify and improve the key cycle routes that connect people with their places of work, local shops, schools, parks and other community facilities, for the area between Pt Chevalier and the city fringe (bounded by the Northwestern Motorway and the sea).
- Feedback on the proposal was invited from Monday 7 March to Thursday 31 March (later extended to Tuesday 5 April) 2016, via online feedback form, hardcopy feedback form, and virtual map pin-drops.
- In total, 865 feedback submissions were received: 443 via hardcopy freepost feedback forms, 254 via the online survey, and 93 forwarded from Generation Zero. There were also 484 pins-drops placed on the online map by 75 individual submitters (who in some cases submitted multiple pin-drops).
- On the hardcopy feedback form, a map was provided showing AT's proposed cycle network for the area. Submitters could show their support for the proposed routes by drawing over them, as well as drawing any other routes/roads that are important to them. Submitters were also asked to identify any issues/concerns that put them off cycling in the area, and invited to add any other comments or suggestions.
- The online feedback form asked submitters to provide the same information as the hardcopy, but in written form rather than drawing on a map. Submitters also had the option to drop 'pins' with a comment attached on a virtual map; however, as the pin-drop function is separate to the survey, they could not be linked. This means if someone submitted an online form as well as placing pin-drops on a map, their feedback would have been analysed as two different pieces.
- 5,332 route suggestions were identified by submitters. When reoccurring routes were grouped together this amounted to 381 different routes proposed for inclusion in the cycling network.
- Submitters identified 2,681 issues/concerns that put them off cycling in the area. When issues/concerns were grouped together based on location, 303 different issues/concerns were identified in various locations. These are explored further on the AT website via a feedback summary map (Feedback Summary Map 2) and a spreadsheet in alphabetical order by street. These can be found at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/
- Route suggestions and issues/concerns identified in the feedback have been represented in two feedback summary maps. These maps can be found on the AT website at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/
- In total, 318 objections to cycling routes (existing, proposed or otherwise) were received for 49 specific locations, though support significantly outweighed opposition. As an example, a cycling route along Ponsonby Road had the most opposition (20 mentions), however, it had almost twenty times as many submissions in favour of the improvements (377 mentions).
- AT used the feedback to review and revise the network of cycling routes for the area. This revised network can be found on the AT website at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/
- Several other themes emerged from the feedback, in the 'other comments and suggestions' section. These are discussed in Sections 4.

2 Background

Auckland Transport and our partners, Auckland Council and the NZ Transport Agency, are working together with the Government to create a future where more people feel comfortable riding a bike.

We are developing a network of cycling routes to make Auckland safer and easier to get around.

This area has been chosen as a priority due to its close proximity to the city and the array of attractions nearby, meaning there is an opportunity to get more people onto bikes.

2.1 What improvements can you expect to see?

On busy roads we are proposing continuous high quality cycle lanes, ideally physically separated from general traffic. On quieter roads we are proposing to reduce traffic speeds and volumes to make it safer and more attractive to walk and cycle.

Implementation of parts of the network is planned to start late 2016 and we are aiming to complete most of it within the next ten years.

AT aims to keep as much on-street parking as possible, but in some locations may need to remove parking to make streets safer. Parking removal will depend on the road space available and the type of improvements being provided.

On-street parking in shopping centres is of particular importance to businesses, and AT will focus on solutions that retain parking and enhance the streetscape in these areas.

2.2 What benefits could the improvements bring?

- Safer, more appealing routes for people on bikes
- Slower vehicle speeds on quieter residential streets
- New and improved pedestrian crossing points and footpath enhancements
- New and improved bus facilities
- New landscaping and improved visual appearance of public spaces, including shopping centres
- New wayfinding signage and reduced street clutter
- New cycle parking

3 Activities to raise awareness of the proposal

The public feedback period ran from Monday 7 March to Thursday 31 March 2016, with an extension until Tuesday 5 April.

Activities to raise awareness of the consultation included:

- A total of 18,280 brochures (which included the freepost feedback forms) were hand-delivered to residential properties within the area shown in the feedback form map. The online feedback form was mentioned in the brochure as an alternative option to the hardcopy feedback form.
- An electronic version of the brochure was distributed to interest groups, inviting them to participate and promote the consultation. These included: the Waitemātā Local Board, Albert-Eden Local Board, Western Bays Community Group, Grey Lynn Business Association, Herne Bay Residents' Association, Freemans Bay Residents' Association, Ponsonby Business Association, St Mary's Bay Residents' Association, Bike Auckland, Bike Grey Lynn, Generation Zero, Transport Blog, and Russell Brown's Public Address Blog.
- A project webpage and an online feedback form were set up through at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/. This included the virtual 'pin-drop' function.
- Brochures were hand-delivered to businesses in main business locations within the area by AT ambassadors.
- Brochures were distributed to public libraries in the area and the above mentioned Local Board offices for display. They were also mailed to schools in the area.
- An advertisement was placed in the Auckland City Harbour News on Wednesday 16 March.
- An article about the project was published in the Auckland City Harbour News and on Stuff.co.nz: stuff.co.nz/auckland/local-news/auckland-city-harbour-news/77544000/New-cycle-paths-for-western-suburbs
- Information was posted on Facebook via the Waitemātā Local Board and Auckland Council pages.
- Information was posted on the Shape Auckland website.
- Information was posted on Neighbourly.
- This consultation was also promoted at two events: Bubs on Bikes (Grey Lynn Park, Sunday 13 and 20 March), and Pasifika Festival (Western Springs, Saturday 12 and Sunday 13 March).

4 Summary of feedback and decisions

4.1 Routes and issues/concerns

5,332 route suggestions were identified by submitters. When reoccurring routes were grouped together this amounted to 381 different routes proposed for inclusion in the cycling network.

Submitters identified 2,681 issues/concerns that put them off cycling in the area. When issues/concerns were grouped together based on location, 303 different issues/concerns were identified in various locations. These are explored further on the AT website via a feedback summary map (Feedback Summary Map 2) and a spreadsheet in alphabetical order by street. These can be found at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/

In total, 318 objections to cycling routes (existing, proposed or otherwise) were received for 49 specific locations, though support significantly outweighed opposition. As an example, a cycling route along Ponsonby Road had the most opposition (20 mentions), however, it had almost twenty times as many submissions in favour of the improvements (377 mentions).

Route suggestions and issues/concerns identified in the feedback have been represented in two feedback summary maps. These maps can be found on the AT website at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/

AT used the feedback to produce a revised network of cycling routes for the area. This revised network can be found on the AT website at at.govt.nz/projects-roadworks/pt-chev-to-city-cycle-improvements/pt-chev-to-city-cycle-improvements-feedback/. The feedback largely supported the network that was originally proposed, however we have made the following minor changes:

- Removed Beaconsfield Street and replaced with Grosvenor Street as this is more direct and offers a gentler slope.
- Added John Street to provide a direct connection between Jervois Road and Richmond Road. There are a number of schools in the area that will benefit from this addition.
- Added Wellington Street to provide a connection for the area into the city, utilising the existing bridge over the motorway.
- Hepburn Street has also been added to connect Ponsonby Road to Wellington Street.

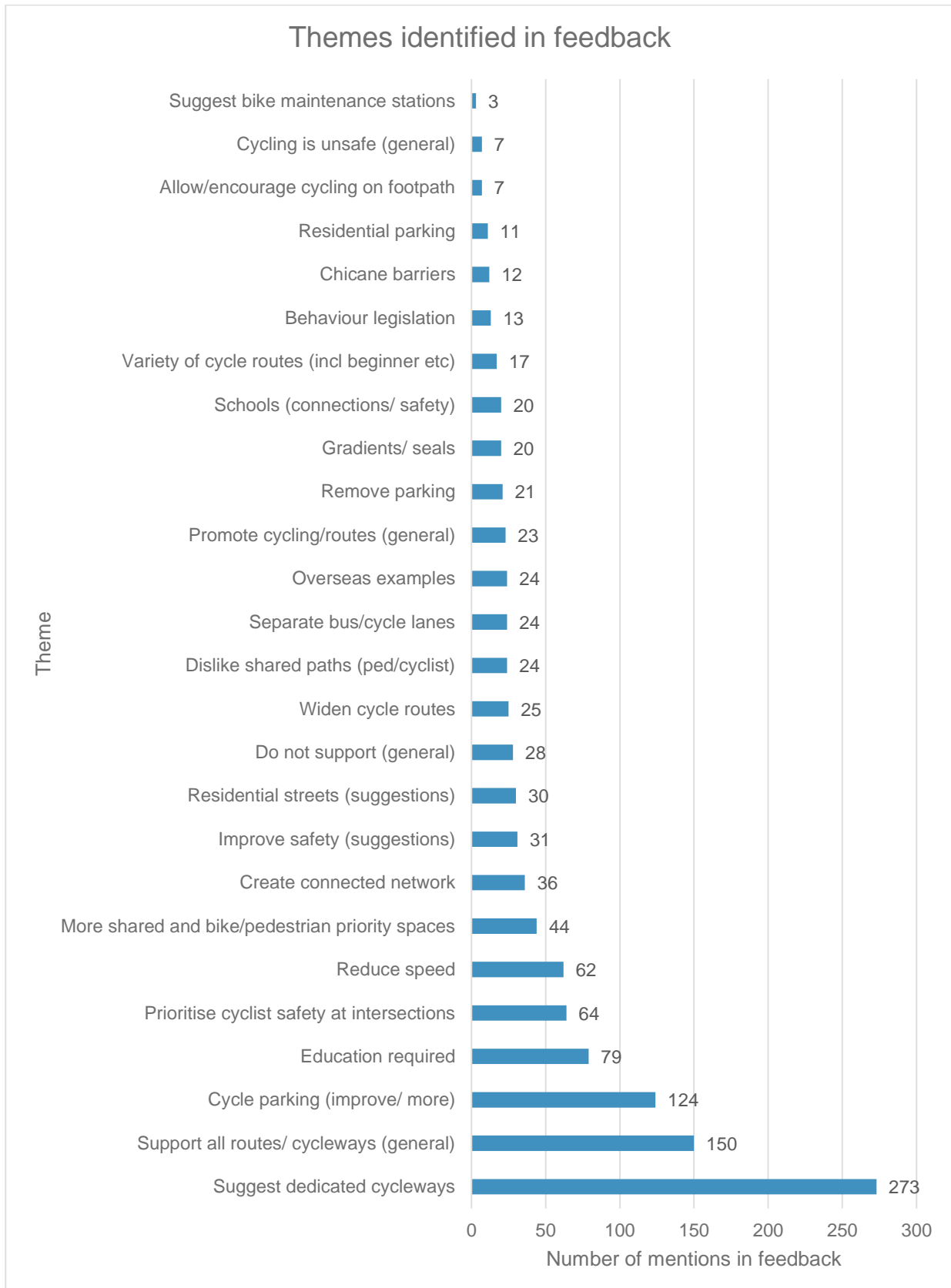
The issues/concerns for people on bikes raised through the feedback will be considered and, where appropriate, addressed as improvements are designed for each route on the cycling network. Those issues/concerns that are on routes outside the cycling network will also be investigated, but will be a lower priority.

4.2 Themes from ‘other comments or suggestions’

Several other themes emerged from the feedback, from the ‘other comments or suggestions’ question.

Issues raised which are relevant to upcoming projects will be forwarded to the appropriate project team for consideration. Issues which were not related to cycling improvements for this area will be passed on to the relevant AT department or organisation for consideration.

Themes identified from the feedback are as follows:



Base: 548 responses. Responses on multiple aspects of the project allowed, percentages are rounded.

Suggest dedicated cycleways: 273 mentions in feedback

This was the most-mentioned theme, with submitters offering suggestions for dedicated cycleways, either in general or in specific locations. We recognise that cycling facilities which are separated from general traffic provide a high level of comfort for all types of users, and where possible, we aim to provide these types of facilities. However, the specific type of facility for each route will be determined on a project by project basis taking into account factors such as space available, cost, stakeholder feedback and impact on parking.

Generally speaking, on busy roads we are proposing continuous high quality cycle lanes, ideally physically separated from general traffic, whereas on quieter roads we may focus more on reducing traffic speeds and volumes to make it safer and more attractive to walk and cycle.

Support all routes/cycleways (general): 150 mentions in feedback

This theme reflects support from submitters for the proposed cycle network (shown in blue on the provided map), or support for cycleways and cycle improvements in general. AT is planning to start work on parts of the network over the next few years, with the aim to complete most of it within the next ten years.

Cycle parking (improve/add more): 124 mentions in feedback

This theme involves both general requests for more or improved cycle parking facilities, or stating specific locations where they are required. AT handles requests for bike parking in town centres and other areas which fall under our control on a case by cases basis. At the moment, we are developing a more robust policy to establish the most suitable type of bike parking for public transport interchanges. As routes on the network are confirmed, opportunities to provide new bike parking will be investigated as part of each project.

AT also works with Auckland Council to provide bike parking at facilities on Council land that is not under AT control (such as MOTAT and the Auckland Zoo). Bike parking on private land, for example schools and malls, is the responsibility of the private land owner, and requests for bike parking on private land should be directed to the landowner. AT does not provide bike parking on private land. The District Plans and proposed Unitary Plan lay out the requirements for bike parking on private developments. Where a suggested location is related to an upcoming project, this feedback has been forwarded to the project team for consideration.

Education required: 79 mentions in feedback

Feedback classified under this theme relates to either education of cyclists, motorists, or pedestrians, regarding safety or consideration of others. Both the NZ Transport Agency and AT carry out education campaigns to promote cycling and encourage considerate behaviour between people walking, cycling and in cars. These suggestions will be forwarded to AT's Campaigns team for consideration with public awareness campaigns.

Prioritise cyclist safety at intersections: 64 mentions in feedback

Feedback which falls under this theme recommends cyclists and their safety needs to be prioritised at intersections, either in general or specific locations. Some suggestions for this included traffic signals not recognising cyclists, requests for cyclists to be let go before car traffic, requests for cyclists to be allowed to ride across intersections when pedestrians are crossing, or safer integration of bike lanes so they don't 'run out'.

Intersections are typically designed on a case by case basis and have to balance the needs of different users, e.g. people on bikes, people walking, bus movements and general traffic. Feedback which specifies a location where a walking and cycling project is planned has been forwarded to the appropriate project team; otherwise, if it refers to locations outside of the planned project areas or proposed network, or if no location was specified, the feedback will be considered separately by AT's Walking and Cycling team.

Reduce speed: 62 mentions in feedback

There are many suggestions or requests in the feedback to reduce traffic speed, either by way of speed calming, such as speed tables, or lowering the speed limit. Changes to speed limits across a wide area would need approval at a national level; however, in many cases a reduction in speed can be achieved through design, and this is generally more effective than a simple speed limit change. The general approach for local residential streets on the proposed network will be to reduce speed by designing a slow speed environment rather than introducing a speed limit in isolation.

More shared and bike/pedestrian priority spaces: 44 mentions in feedback

Some submitters suggest more shared paths for pedestrians and people on bikes in the area, either in general, or in specific locations. This was usually instead of or as an alternative to dedicated cycling facilities, either due to lack of space or a preference for shared spaces. Many comments in this category reflect that a shared path is preferable to a cycle path painted on the road with no physical separation from traffic. We understand that in some situations, shared paths would be more suitable than on-road cycle lanes. Each route is assessed individually to ensure the most appropriate type of facility is provided, and consideration is given to available road width, traffic volume and speed, cost, and target user type. Where this feedback relates to a planned project area, the comments have been forwarded to the project team for consideration; otherwise, if it refers to locations outside of the planned project areas or proposed network, or if no location was specified, AT will consider the feedback for future projects and to inform their work as a whole.

Create connected network: 36 mentions in feedback

The comments relating to this theme reflect a general desire for connections on the network, either with specific locations (for example schools, MOTAT, the Zoo, sports fields), or with other parts of the network. The purpose of seeking community feedback on AT's proposed cycling network was to confirm whether the network met people's needs. Overall, the feedback received indicates the proposed network achieves the objective of creating a cycling network that connects people to their places of work, local shops, schools, parks and other community facilities.

Improve safety (suggestions): 31 mentions in feedback

The suggestions in this theme include requests for legal and legislative changes (for example mandatory wearing of hi-visibility clothing by cyclists or mounting of bells on bikes), or infrastructure suggestions, such as improving lighting. Some comments call for improved safety in general. These will be considered by AT's Walking and Cycling team, both as a whole and for planned and future projects. Requests for better lighting for current planned project locations will be forwarded to AT's Lighting team for consideration.

Residential streets (suggestions): 30 mentions in feedback.

Much of the feedback in this theme relates to ‘rat-running’ behaviour (motorists using residential streets as short cuts to avoid busy arterial roads or intersections), speed calming and slower vehicle speeds in general, requests for pedestrian/cyclist priority in residential streets, vehicle access restrictions, and illegal driving behaviour. AT’s general approach will be to reduce traffic speed on residential streets. Each route will be assessed on a case by case basis to tailor the solution to the specific situation. Where relating to upcoming projects, these suggestions will be forwarded to the project team for consideration. Otherwise, these comments will be forwarded to AT’s Road Corridor Operations team, or the New Zealand Police to address the illegal driving behaviour.

Do not support proposed (general): 28 mentions in feedback

This theme reflects the comments against cycling facilities or the proposed cycling network in general, for various reasons, including expenditure, rates allocation, and expected non-use of facilities. While some objections to cycling routes (existing, proposed or otherwise) were received, support significantly outweighed opposition. Where applicable, these comments will be considered in relation to planned projects, or in a more general sense going forward.

Widen cycle routes: 25 mentions in feedback

Suggestions to make cycle lanes, shared paths or existing facilities wider, usually to allow people on bikes to pass each other or pedestrians with ease. Widening existing facilities will be done on a case by case basis and when funding allows. The width of new facilities will take into account future growth, and the decision will balance the cost of an initial outlay compared to widening at a later date when growth has occurred.

Dislike shared paths: 24 mentions in feedback

The feedback relating to this theme echoes submitters’ dislike for shared paths, either as pedestrians or as people on bikes concerned about pedestrian-cyclist conflict. While we recognise that shared facilities may have their drawbacks, in many situations an on-road facility is not practical, and a safe shared path is the best option. These comments will be considered by AT’s Walking and Cycling team in relation to planned improvements, existing facilities, and future projects.

Separate bus/cycle lanes: 24 mentions in feedback

This feedback expresses concerns regarding combined bike-and-bus lanes, with the impression that people on bikes slow buses down, and/or that it feels unsafe to share a lane with such a large vehicle, especially one that pulls in and out to pick up passengers. These comments will be considered by AT’s Walking and Cycling team.

Overseas examples: 24 mentions in feedback

Some submitters offered examples from overseas as suggestions to be applied in New Zealand, specifically Auckland, regarding cycle facilities. These included: Copenhagen, Portland, Oregon, Sydney, Melbourne, London, Vancouver, Germany, Denmark, Netherlands, Dublin, Berlin, Europe (general), Paris, New York, Santiago, Chile, Mexico City, and Hong Kong. How other countries and cities manage their cyclist population and the design of facilities they use can often serve as inspiration, and these examples are welcome. They will be discussed by AT’s Walking and Cycling team and project teams to consider how the specific design aspects might work on Auckland’s roads.

Promotion of cycling/routes (general): 23 mentions in feedback

This theme reflects suggestions to promote cycling better or more widely as a viable transport alternative for work commuters, recreational cyclists, and children travelling to and from school. There are many ideas as to how to do this or what aspects to promote, which will be considered by AT.

Remove parking (general): 21 mentions in feedback

Comments classified in this theme relate to parked vehicles posing a hazard for people on bikes, (generally rather than in specific locations which would be considered as 'issues/concerns' and marked on the map). Reasons given for suggested parking removal are: parked vehicles blocking cycle lanes, concerns about people in parked vehicles opening doors into cyclists, visibility concerns, narrow road and pinch point concerns. These comments will be considered by AT's Walking and Cycling team. Removing parking is often controversial and resisted by local residents and businesses. When thinking about parking removal, careful consideration is given to the competing demands for the space, and possible mitigation measures for residents and businesses who rely on parking. Reducing the number of spaces by introducing improved parking management can result in a better outcome for residents and businesses.

Gradient: 20 mentions in feedback

This theme includes comments about the steep gradient of routes in general or specifically, suggesting some gradients be reduced for cycling facilities, or that the cycling network be designed for less steep sections. Unfortunately, much of Auckland is hilly by nature, and the cycle network cannot fully avoid this without excluding major parts of Auckland. The gradient of a route is one of the key considerations and has to be balanced with other factors, such as directness, nearby trip generators and likely user group. AT's proposed network aims to achieve a balance between these factors. These comments have been passed on to AT's Walking and Cycling team.

Schools (connections/safety): 20 mentions in feedback

Comments in this theme reflect a general desire to improve safety for children cycling to school, sports fields, etc, to make this a more viable option for parents to consider. One of the objectives of creating a better cycling network is to improve the safety and perceived safety of cycling to encourage more people (including school children) to cycle. These comments will be considered by AT's Walking and Cycling team.

Variety of cycle routes (include beginners, etc): 17 mentions in feedback

The comments in this theme reflect requests for cycle facilities to accommodate a variety of different cyclists, including beginners, children, experienced and commuters. AT agrees with this sentiment, and the proposed network aims to provide a variety of route options to cater for different types of trips. These comments will be considered by AT's Walking and Cycling team.

Behaviour legislation: 13 mentions in feedback

Comments relating to this theme reveal either a desire for motorists to be liable in any motorist-cyclist incident, or for the compulsory helmet law to be revised or removed. Most of these suggestions require a change of legislation at a national level. AT's Walking and Cycling team can lobby for some changes, but the decision is made at a national level. Submitters can contact their Local MP directly if they want to see changes at a national level.

Chicane barriers: 12 mentions in feedback

Some submitters specifically mentioned chicane barriers, either suggesting them for speed calming, or pointing out the limitations of this type of treatment, including creating pinch points for cyclists. These comments will be considered by AT's Walking and Cycling team.

Residential parking: 11 mentions in feedback

There are a number of comments in the feedback regarding residential parking, either in support or opposition of residential parking permits, or in concern about loss of parking as a result of cycling facilities. Removing parking is often controversial and resisted by local residents. When thinking about parking removal, careful consideration is given to the competing demands for the space, and possible mitigation measures for residents who rely on parking. Reducing the number of spaces by introducing improved parking management can result in a better outcome for residents. Comments regarding residential parking permits will be forwarded to AT's Parking Design team.

Allow/encourage cycling on footpath: 7 mentions in feedback

Current legislation states that people on bikes are not allowed to cycle on footpaths, apart from in specific situations where the path is considered and advertised as a 'shared path'. These submitters feel that this should not be the case, and in some situations footpaths should be encouraged as an alternative (or primary) cycle facility. These suggestions require a change of legislation at a national level. Submitters can contact their local MP directly if they want to see changes at a national level.

Cycling is unsafe (general): 7 mentions in feedback

In this theme, comments from submitters indicate an overall concern that cycling is unsafe in general. AT wants to improve this perception, and one of the objectives of creating a better cycling network is to improve safety and perceived safety of cycling.

Suggest bike maintenance stations: 3 mentions in feedback

Bicycle maintenance stations have been suggested for various locations for people to pump up, change or patch tyres (or similar). These comments will be considered by AT's Walking and Cycling team.

Out of scope

Other comments made which are outside of the scope of this consultation, or the projects which will follow, have been or will be forwarded to the appropriate departments/organisations:

- General cycling facilities suggestions/comments (including colour, materials, etc): These comments have been passed on to AT's Walking and Cycling team.
- Suggested additional research and/or trial runs of proposed works: The use of trials will be considered by AT's Walking and Cycling team on a case by case basis.

- Concerns about tree removal, or suggestions for tree removal to create more space and encourage parking: Further community engagement will be carried out as designs for each section are developed. Our engagement process for each route is to first meet with key stakeholders, such as organisations, property owners and businesses with a strong interest in the proposal, or those who are directly affected, to hear what they think of the designs. We then give the wider community an opportunity to provide feedback on the options. Feedback from this engagement will be used to help shape the project going forward. If tree removal is required on a route, this will be shown in the designs and communicated as part of the community engagement process.
- Public Transport suggestions/concerns regarding routes, cost, bus stops etc: These comments will be forwarded to the AT Metro team (responsible for public transport design) for consideration.
- Suggestions for increasing parking in some locations, such as Meola Road near the sports fields, Old Mill Road (from Bullock Track to Garnet Road) for residents: These comments will be forwarded to AT's Parking Design team for consideration.
- Footpaths (for pedestrians) which need maintenance: Where a specific location has been identified, these comments will be forwarded to AT Maintenance. If they are particularly bad and not due for maintenance for a significant amount of time, our maintenance team will reprioritise that location, otherwise they will be attended to in accordance with their scheduled maintenance programme.
- Cyclist safety and wayfinding in the CBD: The CBD is outside of this project's area, however, comments will be considered by AT's Walking and Cycling team.
- Speed hump design and preferred examples: This feedback will be forwarded to AT's Road Corridor Operations team.
- Issues with existing facilities (Hobson Street cycle lanes, existing walkways with staircases, etc): These comments will be considered by AT's Walking and Cycling team.
- Concerns about the loss of Waima Bridge from the plans: Waima Bridge was omitted from the consultation map by mistake. We apologise for this omission. The bridge is a NZTA asset and there are no plans to remove it. The NZTA are considering possible improvements.
- Concerns about only having partial funding for plans: Due to funding constraints, it is not possible to deliver all of the cycle network at once. We have had to make some difficult decisions about which routes to deliver first, while trying to balance overall network considerations, our funding partners' priorities and opportunities to tie in with other projects.
- Roads missing from map: We wish to assure submitters that the removal of any road names and small roads from the consultation map (such as Edith and Joan Streets) was not intended to imply removal or unimportance of these locations, but merely for display purposes. For the map to be legible, not all roads could be represented as we needed a big-picture snapshot.

5 Next steps

5.1 The steps towards implementing the cycle network

AT is now moving towards implementing parts of the cycle network. Funding is available for investigation and construction to begin on some sections of the network, with expected completion of these sections by the end of 2018.

Various criteria have been used to decide which routes will be improved first. These routes and the rationale for them being progressed first are listed below. The next step is to develop designs for these routes.

Further community engagement will be carried out as designs for each section are developed. Our engagement process for each route is to first meet with key stakeholders, such as organisations, property owners and businesses with a strong interest in the proposal, or those who are directly affected, to hear what they think of the designs.

Feedback from this engagement will be used to help shape the project going forward. We then give the wider community an opportunity to provide feedback on any design option(s). Key stakeholders can also provide additional feedback during this period.

Once community feedback has been considered, the design for each route will be finalised and the project will move into construction.

5.2 Which routes/locations will be progressed next?

In deciding which sections of the cycle network to deliver in this round of funding we have tried to balance overall network considerations, our funding partners' priorities and opportunities to tie in with other projects. For example, those routes where there is an opportunity to tie in with scheduled maintenance or other planned projects have been prioritised to reduce costs and disruption to the public.

Funding is now available to proceed with investigation and construction of the following sections by the end of 2018.

- Point Chevalier to Herne Bay (from the intersection of Great North Road and Point Chevalier Road, along Point Chevalier Road, onto Meola Road, up Garnet Road, onto West End Road to the roundabout with Jervois Road): This section was identified in the feedback as a key route, and ties in with planned maintenance on Meola Road.
- Garnet Road, Old Mill Road, Surrey Crescent: This route is a key link to Great North Road, and connects two local schools to the network.
- Great North Road (from Surrey Crescent to Ponsonby Road): Ties in with a bus priority project for this section of Great North Road.
- Hopetoun Street: Planned maintenance work means there is an opportunity to improve cycling facilities on Hopetoun Street between Ponsonby Road and Pitt Street.
- Franklin Road: There is a major street upgrade project planned for this road, which will include cycling improvements.

- Herne Bay to Westhaven: We plan to form a connection down one of the side streets between Jervois Road and Sarsfield Street (at this stage we have identified Clifton Road as the preferred side street but this may change after further investigation), which will also link to the existing shared walking and cycling path on Westhaven Drive. We are investigating using speed calming measures along this route to reduce traffic speeds and discourage through traffic; this should help improve the residential environment on these streets.
- Richmond Road (from Surrey Crescent to Mokau Street): Ties in with planned maintenance on this section of Richmond Road.
- Grey Lynn Greenways Route (from West End Road to Williamson Avenue through Cox's Bay Park, Bayfield Park, Hukanui Reserve and Grey Lynn Park): This route is a Local Board priority.

5.3 Why are some popular routes not immediate priorities?

Due to funding constraints, it is not possible to deliver all of the cycle network at once. Unfortunately, this means that some popular routes (as identified through the feedback) are not being developed in this round of funding.

We have had to make some difficult decisions about which routes to deliver first, while trying to balance overall network considerations, our funding partners' priorities and opportunities to tie in with other projects. Furthermore, some sections of the network are more complex than others and would be difficult to deliver as a stand-alone cycling project. Ponsonby Road, for example, needs to be considered more holistically, and the cycling improvements may need to be delivered as part of a broader project.